Chicago Railroad Fair

OFFICIAL GUIDE BOOK

and Program for the Pageant

'WHEELS a-ROLLING'

The Chicago Railroad Fair

is presented by

The Atchison, Topeka and Santa Fe Railway System
The Baltimore and Ohio Railroad Company
The Boston and Maine Railroad
Burlington Lines
The Chesapeake and Ohio Railway Company
Chicago & Eastern Illinois Railroad
Chicago Great Western Railway
Chicago & Illinois Midland Railway Company
Chicago, Indianapolis & Louisville Railway Company—Monon
Chicago, Milwaukee, St. Paul and Pacific Railroad Company
Chicago And North Western Railway System
The Colorado & Wyoming Railway Company
Denver and Rio Grande Western Railroad
Duluth, Missabe and Iron Range Railway Company
Elgin, Joliet and Eastern Railway Company
Erie Railroad
Grand Trunk Railway System
Great Northern Railway Company
Green Bay & Western Lines
Gulf, Mobile and Ohio Railroad—The Alton Route
Illinois Central Railroad
Lake Superior & Ishpeming Railroad Company
Maine Central Railroad Company
Minneapolis & St. Louis Railway
The Monongahela Railway Company
New York Central System
Nickel Plate Road—The New York, Chicago And St. Louis Railroad Company
Northern Pacific Railway Company
Pennsylvania Railroad
The Pittsburgh & West Virginia Railway Company
The Pullman Company
Rock Island Lines
Soo Line
Spokane, Portland And Seattle Railway Company
The Texas Mexican Railway Company
Union Pacific Railroad
Wabash Railroad Company

OFFICERS

President
LENOX R. LOHR
President, Museum of Science and Industry

Vice-President
R. L. WILLIAMS
President, Chicago And North Western Railway System

Treasurer
WAYNE A. JOHNSTON
President, Illinois Central Railroad

Secretary
G. M. CAMPBELL
Vice-Pres. and Exec. Representative, The Baltimore and Ohio Railroad Company

DIRECTORS

G. F. ASHBY, *President*
Union Pacific Railroad

ARTHUR K. ATKINSON, *President*
Wabash Railroad Company

JOHN W. BARRIGER, *President*
Chicago, Indianapolis & Louisville Railway Company—Monon.

T. D. BEVEN, *President*
Elgin, Joliet and Eastern Railway Company

R. J. BOWMAN, *President*
The Chesapeake and Ohio Railway Company

JOHN M. BUDD, *President*
Chicago & Eastern Illinois Railroad

RALPH BUDD, *President*
Burlington Lines

C. H. BUFORD, *President*
Chicago, Milwaukee, St. Paul and Pacific Railroad Company

H. W. BURTNESS, *President*
Chicago Great Western Railway

G. M. CAMPBELL, *Vice-Pres. and Exec. Representative*
The Baltimore and Ohio Railroad Company

J. W. DAVIN, *President*
Nickel Plate Road—The New York, Chicago And St. Louis Railroad Company

S. A. DOBBS, *Vice-President*
Gulf, Mobile and Ohio Railroad —The Alton Route

J. D. FARRINGTON, *President*
Rock Island Lines

P. E. FEUCHT, *Vice-President*
Pennsylvania Railroad

E. S. FRENCH, *President*
The Boston and Maine Railroad

CHARLES J. GRAHAM, *President*
The Pittsburgh & West Virginia Railway Company

F. G. GURLEY, *President*
The Atchison, Topeka and Santa Fe Railway System

C. R. HARDING, *President*
The Pullman Company

WAYNE A. JOHNSTON, *President*
Illinois Central Railroad

D. L. KEISER, *President*
The Texas Mexican Railway Company

LENOX R. LOHR, *President*
Museum of Science and Industry

W. McCARTHY, *President*
Denver and Rio Grande Western Railroad

H. E. McGEE, *President*
Green Bay & Western Lines

J. L. McKEE, *Vice-President*
New York Central System

F. L. SCHRADER, *President*
Chicago & Illinois Midland Railway Company

C. A. SKOG, *Vice-Pres.* and *Gen. Mgr.*
Grand Trunk Railway System

A. SYVERSON, *Vice-President* and *General Manager*
Lake Superior & Ishpeming Railroad Company

P. H. VAN HOVEN, *President*
Duluth, Missabe and Iron Range Railway Company

R. L. WILLIAMS, *President*
Chicago And North Western Railway System

WARD WIRE, *Vice-President*
The Colorado & Wyoming Railway Company

R. E. WOODRUFF, *President*
Erie Railroad

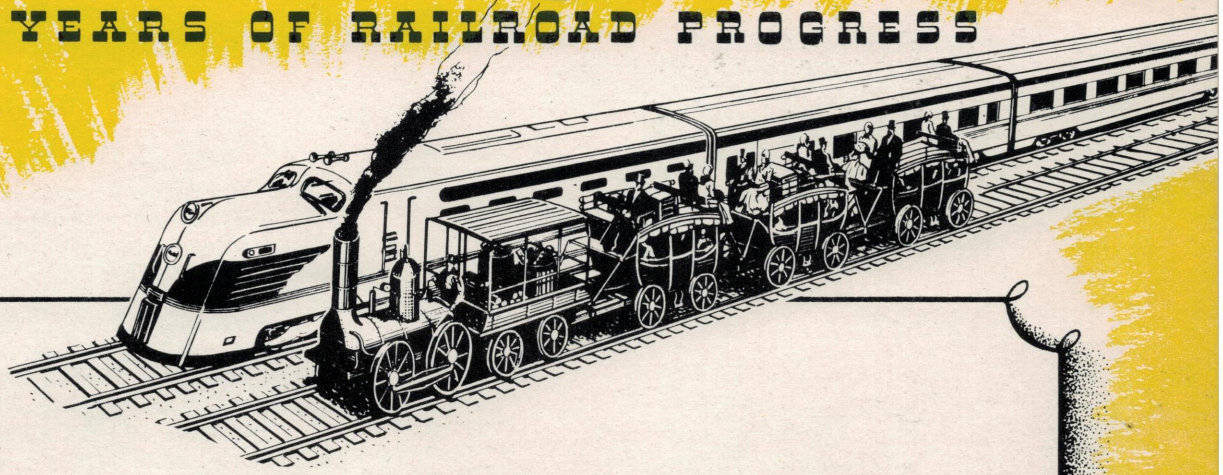
STAFF

DANIEL M. MacMASTER, Executive Officer
PAUL M. MASSMANN, Director of Exhibits
MILTON P. KERR, Financial Officer
DOYLE S. MORRIS, Legal Counsel
FREDERICK J. ASHLEY, Coordinator of Publicity
JOHN A. REILLY, Director of Special Events
CLYDE W. EDMONDSON, Sup't of Operations
M. P. BLACK, Field Engineer
C. B. WATROUS, Ass't to Director of Exhibits
JAMES A. DOUGHERTY, Ass't Coordinator of Publicity
ROY LUNDY, Ass't to Coordinator of Publicity
BREWSTER STICKNEY, Ass't to Coordinator of Publicity
CARL DUDE, Ass't to Financial Officer

Chicago Railroad Fair

Celebrating

100 YEARS OF RAILROAD PROGRESS



FEW epics of America are as stirring as the story of its railroads. In the unfolding at Chicago this year of the centennial Railroad Fair the history of the nation itself is to great degree reenacted in all its colorful glamor.

The settling and development of the world's most prosperous continent, the growth of agriculture, industry and the sciences beyond man's widest imagination, the conquest of one new peak after another in human opportunity, practically all the basic factors in the country's meteoric economy, are brought together in one convincing presentation. No industry has ever gone to such extremes in demonstration of their vital part in the daily life of America as the railroads in this mile-long exposition on the shores of Lake Michigan.

In its acres of exhibits the Railroad Fair offers hours of fascinating enjoyment, intriguing pageantry, invaluable education. Taken back to that early day when an unbelieving America looked askance at the first wood-burning locomotive, you will move rapidly forward to the mammoth streamliners that beckon the way into our own tomorrow. You will witness what rail transportation has meant in the commercial progress of the East, the agrarian growth of the South and Midwest, the more recent fulfillment of our destiny beyond the Rockies.

Each exhibit will prove an exciting and entirely different chapter in a stirring melodrama. While one railroad in truly duplicated surroundings will take you into the primitive Indian country it serves, another will carry you away to the playgrounds of Florida or the romantic old French Quarter of New Orleans.

Chicago in 1948 is the appropriate place and occasion for such a spectacle. Historically it is the most commemorative setting that railroading will know for years to come. Just a century ago this year, when little Chicago was but a muddy frontier outpost, a handful of its citizens dared risk their reputations and fortunes on a faith in the promising iron horse of the rails.

At that time Chicago had little reason for optimism. Surrounding swamps limited its horizon. Plank roads built out to the plains offered little hope of greatly expanding commerce. Many of the townsfolk, as a consequence, were genuinely pessimistic over the chances for the new railroad's success. But when on October 25, 1848, Chicago's first steam railroad locomotive—the tiny Pioneer of the new Galena and Chicago Union Railroad—successfully puffed its way five miles west and back, a new ray of hope was enkindled.

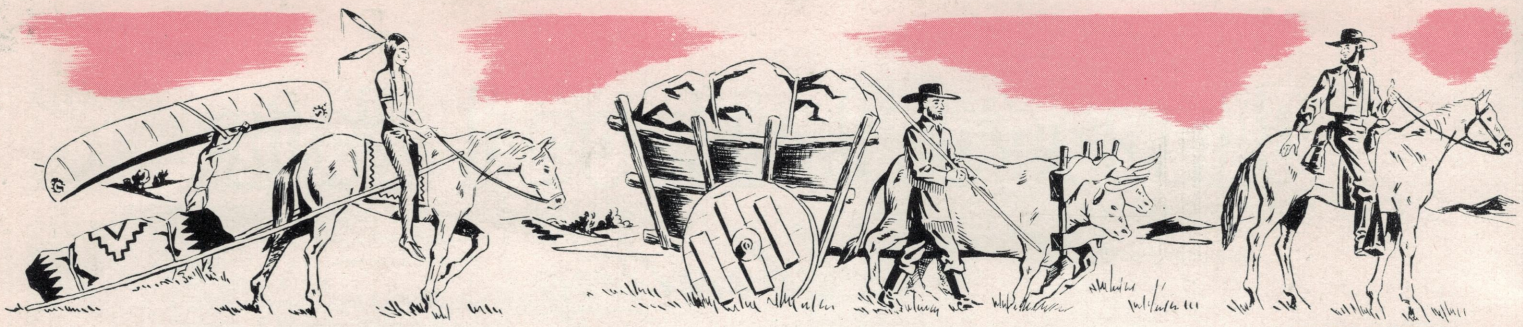
There was quick justification for the new-found buoyancy. Ever westward the new railroad pressed. Then shortly, new roads and new locomotives, penetrating ever deeper into the untracked wilderness.

On the heels of railroading success came steady development of vast mid-continent farming territory, or bountiful logging regions in the northwest, rich oil fields in the southwest, and sprawling industrial areas in the great Far West.

Chicago, starting point of this tremendous western movement, kept pace in its growth. From the little lakeside city in time branched a growing network of rails. In its role as an important rail hub the muddy frontier outpost of 1848 soon was definitely on its way to become the massive metropolitan area we know today as the greatest transportation center in all creation.

This year's Railroad Fair, celebrating the inspiring story of the American miracle on rails, commemorates one of the nation's most important centennials.

1848-1948



TRAVOIS EARLY CART HORSEBACK RIDER

Chicago Railroad Fair

presents

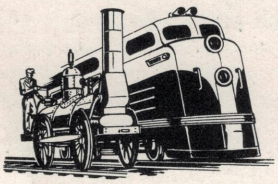
'Wheels a-Rolling'

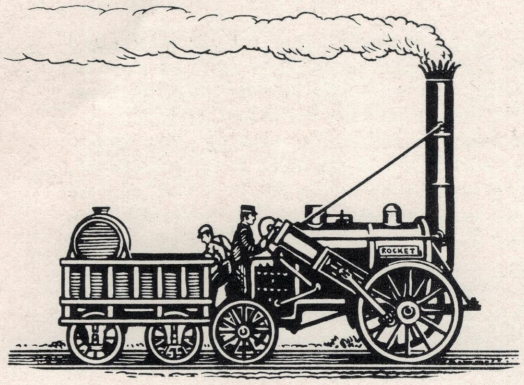
A Pageant Play - With Music
by EDWARD HUNGERFORD

Directed by
HELEN TIEKEN GERAGHTY

Technical Direction by
ARTHUR MAYBERRY

Musical Director - ISAAC VAN GROVE





ROCKET

Prologue

THE VOYAGEURS—1673

Today America is a nation on wheels . . . wheels that have rolled through wilderness and wasteland, leaving in their tracks cities by the thousands, towns by the tens of thousands. Not too many years ago, the story was so vastly different. The Indian's travel over rough trails and waterways was slow and laborious. The canoe, the piroque, the horse and crude travois were all he knew. Such were the circumstances in which Father Marquette and Joliet found the Indians when the French voyageurs reached the shore of Lake Michigan in 1673. With the coming of the white man, a new era was dawning. The contest across the continent was on.

Scene 1

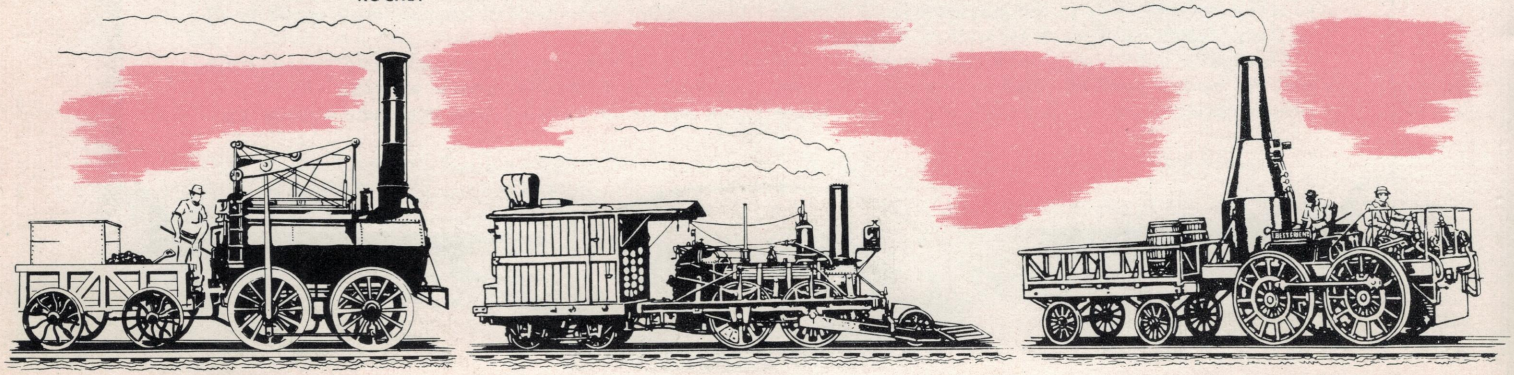
THE NATIONAL ROAD—1815

The frontier was falling back! No longer was the white man content with paths that wound thru wilderness and streams that boiled angrily around a frail canoe. Here, now, was the great National Road—traversed by young Washington, the surveyor, and completed during President Jefferson's term in office. Here was a new artery for the growing nation, pumping the power of the pioneer spirit westward, westward from the Potomac to the Mississippi!

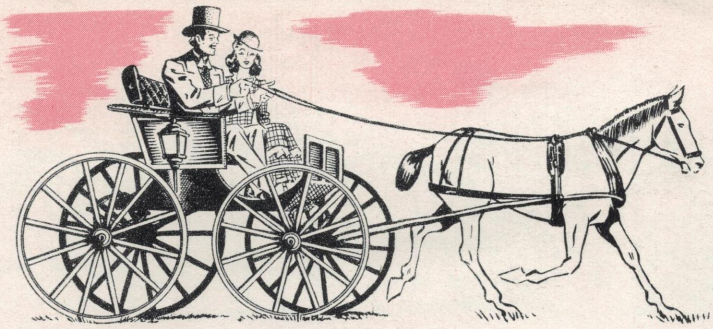
Scene 2

THE IRON HORSE—1829-36

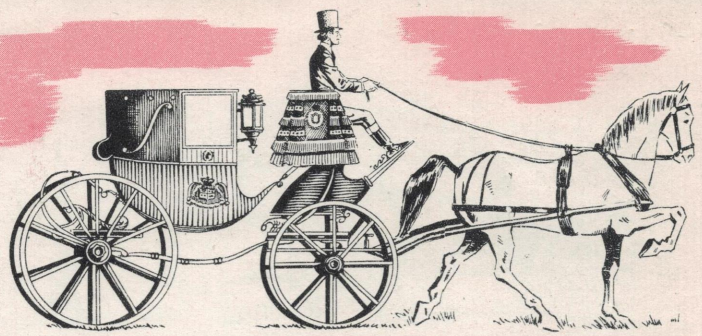
To conquer greater distances, man reinforces his offensive with steel and propels his transport with steam. In England George Stephenson creates his gallant *Rocket*, first practical steam railroad locomotive. Then comes *The Stourbridge Lion*, operating in this country. And quickly following—the *Best Friend of Charleston*, the *Tom Thumb*, the *DeWitt Clinton*, the *John Bull*, the *Atlantic*, the *Lafayette*. True, an old gray mare outruns Peter Cooper's *Tom Thumb*. But Dobbin soon loses pace as America's first railways begin building dynamic new cities.



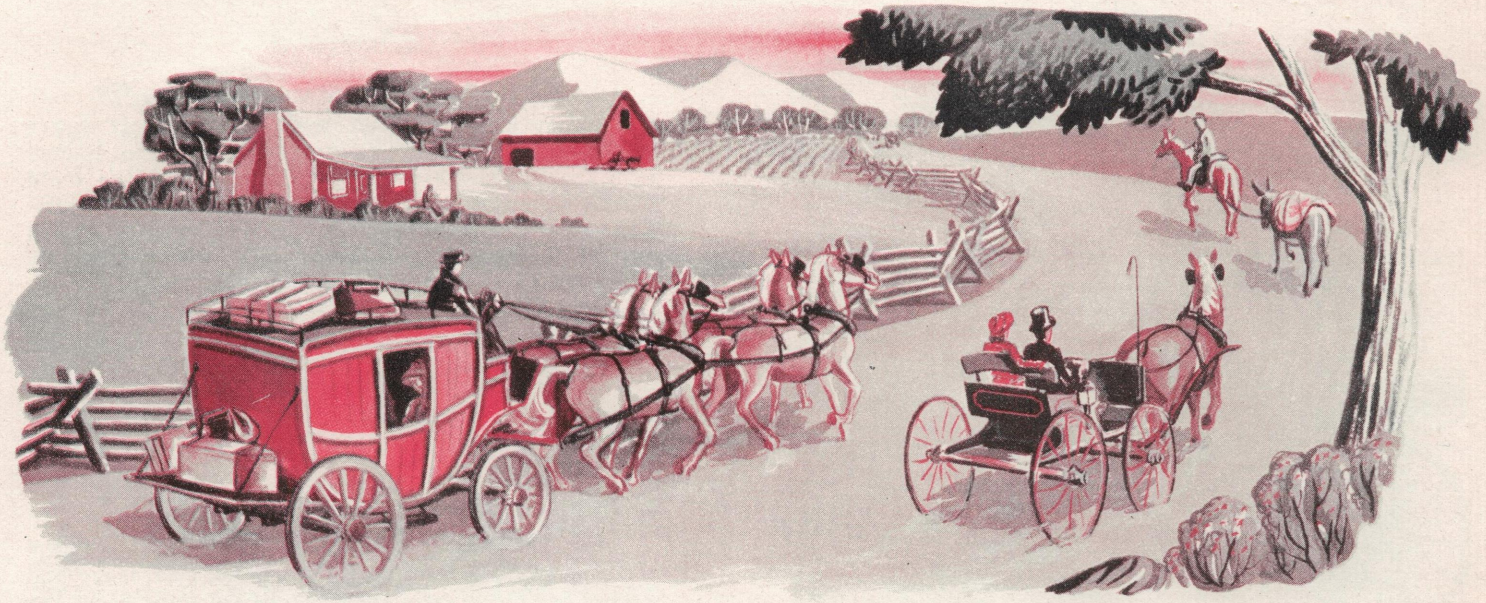
STOURBRIDGE LION JOHN BULL BEST FRIEND OF CHARLESTON



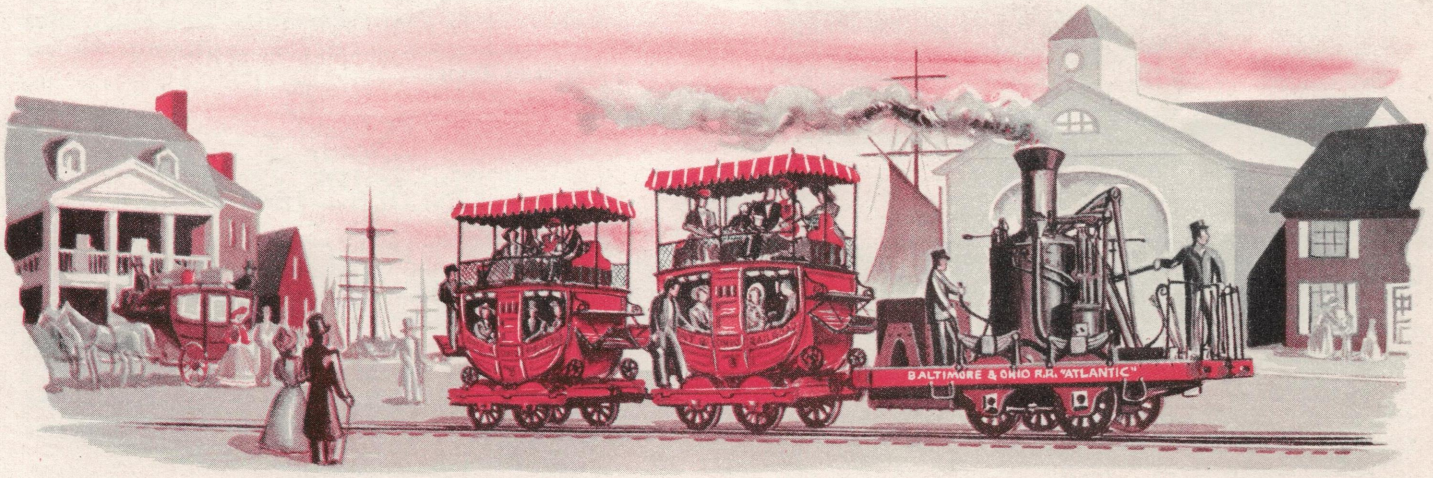
STANHOPE



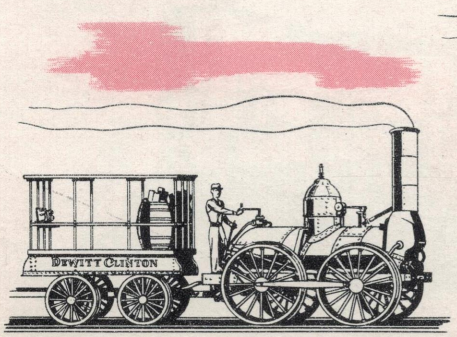
18TH CENTURY COACH



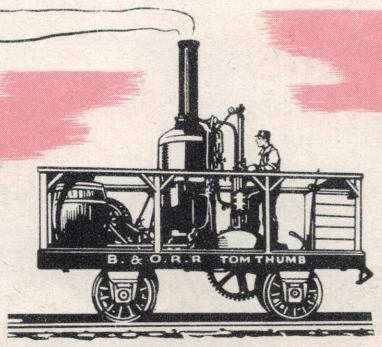
THE NATIONAL ROAD



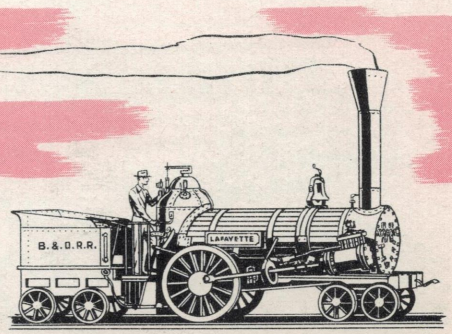
THE ATLANTIC ENGINE WITH COACHES



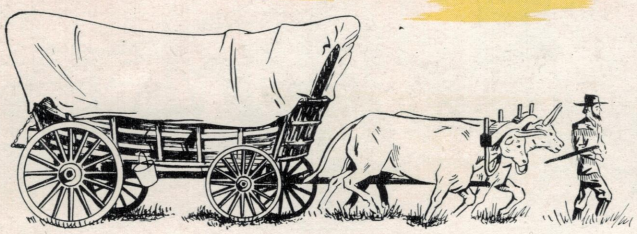
DE WITT CLINTON



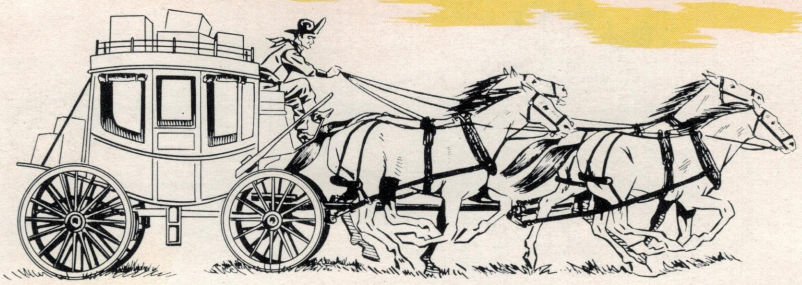
TOM THUMB



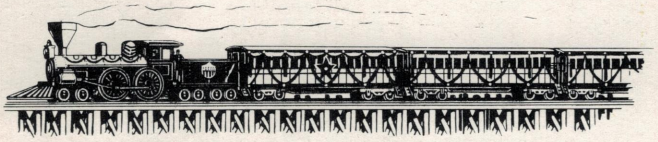
LAFAYETTE



CONESTOGA WAGON



WELLS FARGO STAGE COACH



LINCOLN FUNERAL TRAIN

Passing present site of the Chicago Railroad Fair on its way from Washington to Chicago.

Scene 3

CHICAGO—1848

Hub-deep in swamp mud, trade and transport churns into the infant town of Chicago. Plank turnpikes radiate from the bustling trade center like spokes of a giant wheel. The spokes lengthen, the hub grows, and a slightly-used miracle transforms the swamp city into a real metropolis. On November 20, 1848, the Chicago & Galena Union's second-hand engine, the *Pioneer*, pulls a second-hand train ten miles west and brings back a load of wheat! It is the first pay load for the greatest railroad center the world has even seen—Chicago!

Scene 4

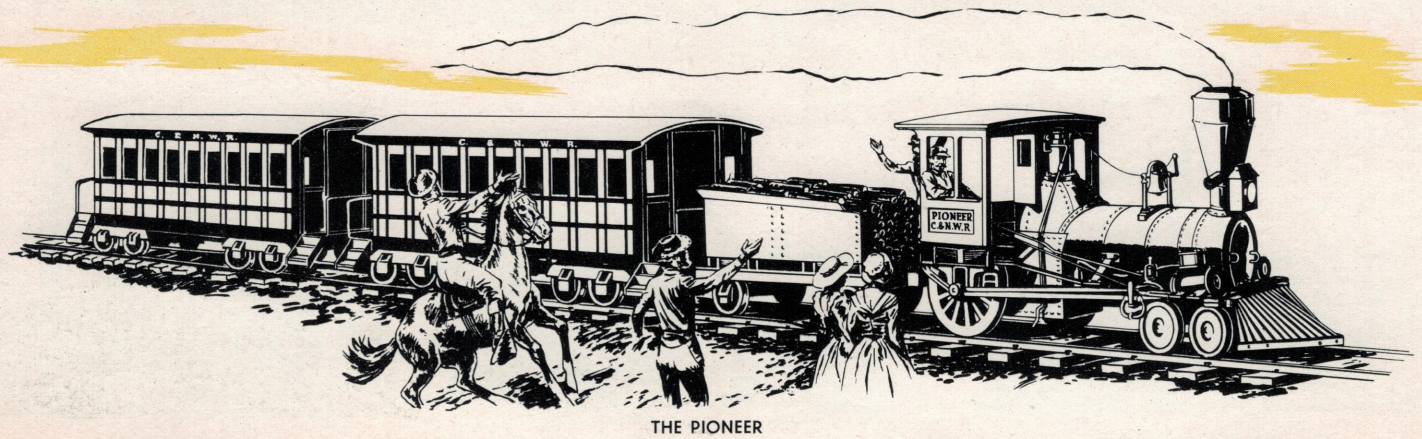
WESTWARD HO!—1849

Gold! The magic word gives lightning-like impetus to the westward movement. Frontiers fall back as covered wagons and crude carts press against the wilderness. The Wells Fargo stage coach transports passengers and their priceless possessions across thousands of miles of rugged terrain, and becomes a legend! New legends take shape as the riders of the Pony Express face blazing sun, bitter cold, and bandit guns, to carry the mail across the lawless Overland Trail.

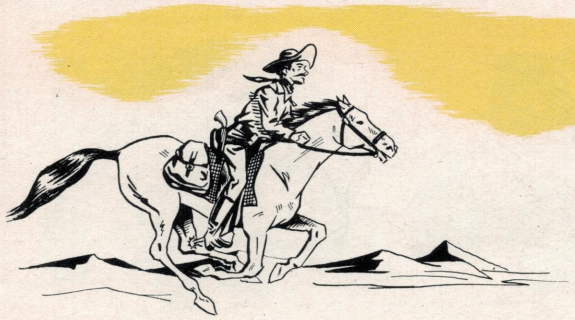
Scene 5

LINCOLN—1861-65

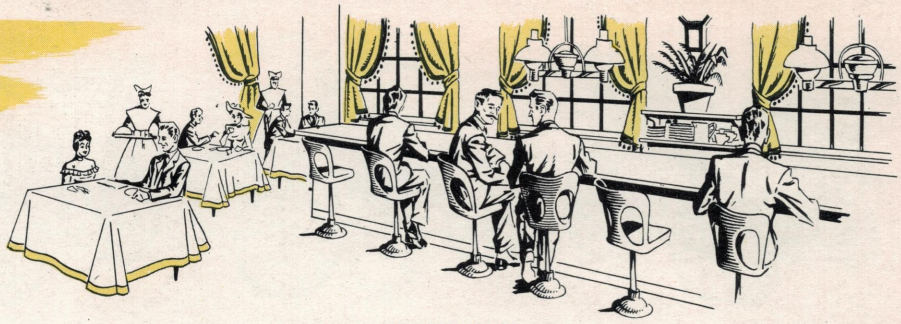
Lincoln the Emancipator! Lincoln the Statesman! Lincoln, the neighbor and friend, pauses en route to immortality to speak his Farewell Address at Springfield. The wheels of his carriage turn toward Washington . . . and the mighty axle of a mighty nation cracks! Five years later, Mister Lincoln returns—a martyred president on a Funeral Train—to live forever in the hearts of a free, united America.



THE PIONEER



PONY EXPRESS



HARVEY HOUSE

Scene 6

SPANNING A CONTINENT—1863

Over the Sierras from Sacramento, construction gangs of the Central Pacific push their lines eastward. Westward, from the banks of the Missouri, Union Pacific crews span prairie and peak, prodding restless Indian territory . . . as two twin bands of steel inch across the continent toward their inevitable junction. Keen is the rivalry as the construction gangs, unsung heroes of railroading's early days, race toward the common meeting point.

Scene 7

THE GOLDEN SPIKE—1869

At last the great day comes! A date and a place to be long remembered! On May 10, 1869, at Promontory Point, Utah, on the rim of the Great Salt Lake, the crews of the Central Pacific and the Union Pacific join their rails. Governor Leland Stanford drives the golden spike, as an eager throng of great, and near great, and just folks, joins in a tumultuous celebration. Now, the east and the west are one.

Scene 8

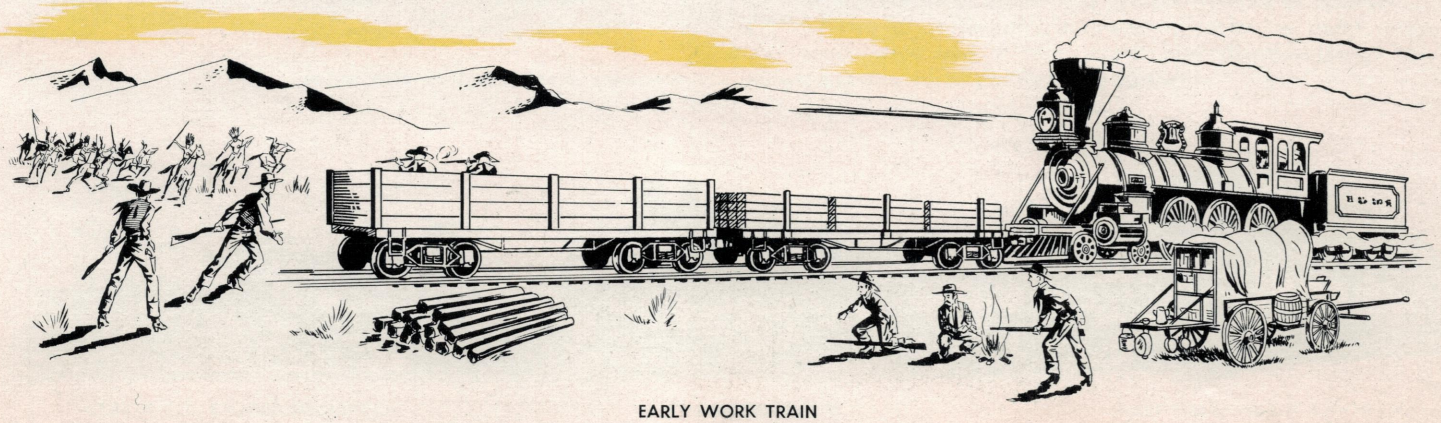
HARVEY HOUSE—1878

As the coasts of the continent are brought ever closer, the Santa Fe stretches its ribbons of steel from eastern Kansas, south and west, across deep-hued deserts and sunbaked plains . . . beyond Mesa Verde and the Sangre de Cristo range to meet the Chihuahua Trail. Steel flows straight and guitars play sweetly as Fred Harvey introduces wholesome waitresses and wholesome food to the rough and tumble frontier towns of the old Southwest.

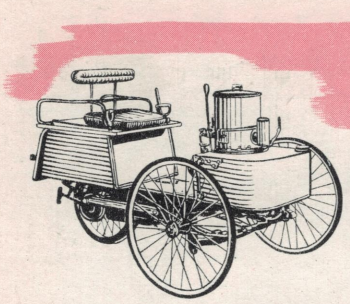
Scene 9

OPENING OF THE NORTHWEST—1878-88

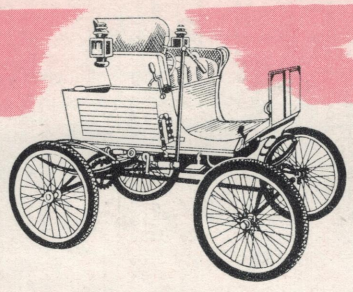
From the fjords and farms and villages of northwestern Europe immigrants come to till the rich lands granted the railroads of the great American Northwest. Peoples of many nations join to tame a wilderness and build empires of timber, grain, and transport! The farmer, the lumberjack, and the pioneer of American industry take their places in the common destiny of a magnificent nation.



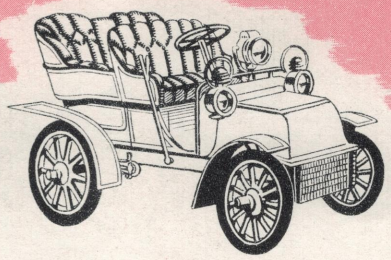
EARLY WORK TRAIN



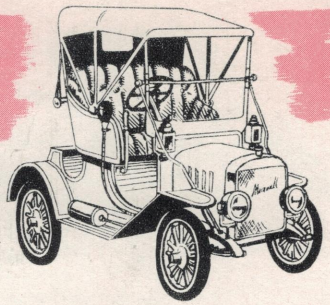
FIRST CAR FROM PARIS



LOCOMOBILE STEAMER - 1900

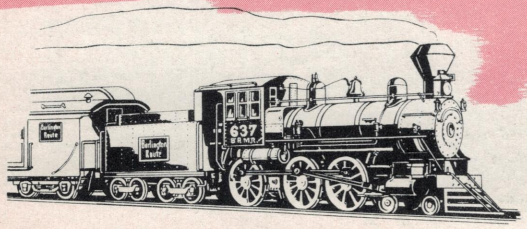


CADILLAC - 1904



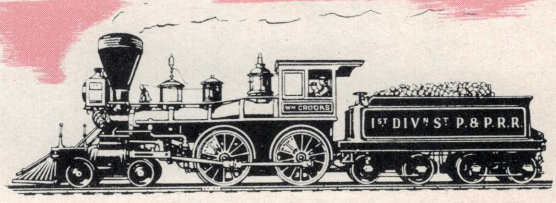
MAXWELL - 1906

1. PHAETON 2. TALLY-HO 3. SURREY 4. STATION WAGON 5. JAUNTING CART 6. BASKET PHAETON 7. BROUGHAM 8. GIG

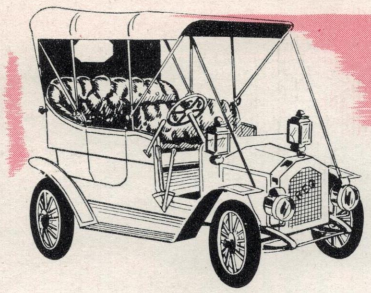


IMMIGRANT TRAIN

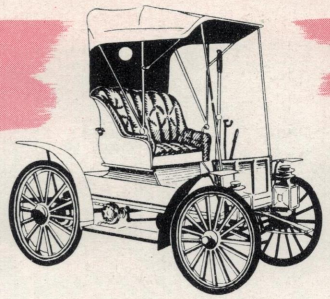
MINNETONKA



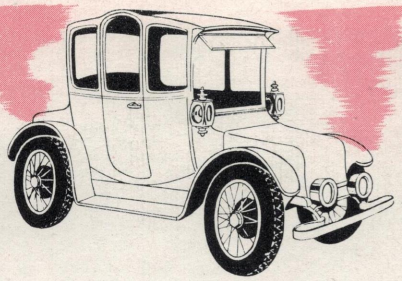
WILLIAM CROOKS



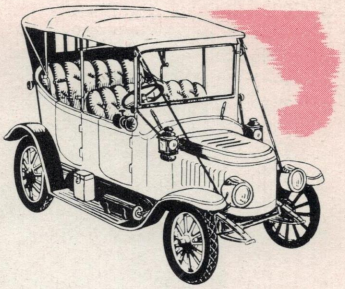
REO - 1908



SEARS SURREY - 1910



CHICAGO ELECTRIC - 1913

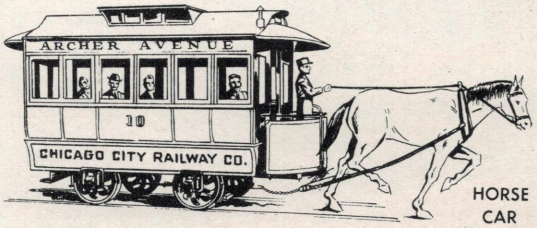


STANLEY STEAMER - 1912

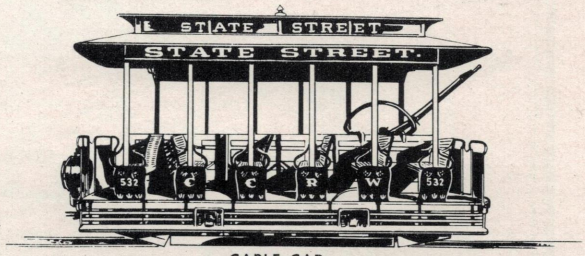
Scene 10

THE GAY NINETIES

Chicago in the gay nineties is a carefree, gracious metropolis. The carriage trade has reached its most elegant stage and something new—the first automobile—has just arrived from France. The people come in horse-cars, cable-cars and on the Illinois Central suburban train to view the sight. Others arrive in smart broughams, phaetons, victorias, and gigs. They remain to see the fastest railroad engine of its time, the "999," a snorting behemoth of black steel and hot steam—and the new three-horse steam fire engine.



HORSE CAR

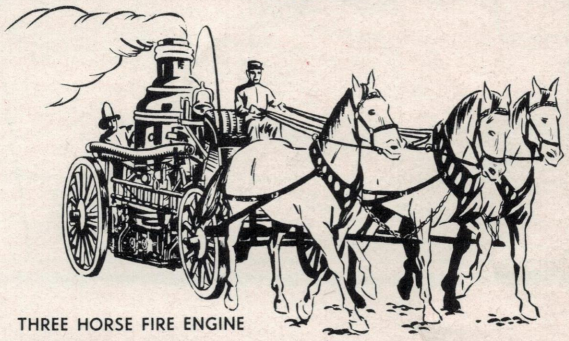


CABLE CAR

Scene 11

THE HORSELESS CARRIAGE—1900-13

The century has turned to the rhythm of rolling wheels. As metropolitan interests wander from the elegantly designed horse-carriages, there is much conjecture as to how far a horseless carriage can go without a horse. Chicago's elite come by Tally-Ho for their first ride in the automobile. Speed becomes the essence of the hour, and the names of Selden, Duryea, Apperson, Haynes, Buick and Ford are on everyone's tongue. Highways reach across the nation, paralleling the railways. The automobile is here to stay.



THREE HORSE FIRE ENGINE

Scene 12

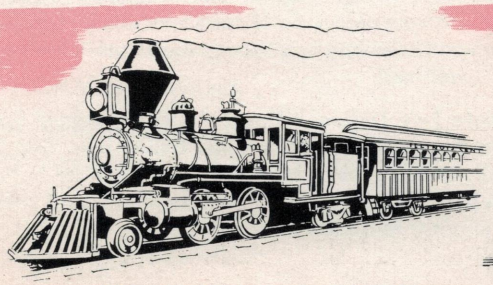
PIONEER ZEPHYR—1934

1934 in Chicago! A Century of Progress opens its gates in the same park now occupied by the Railroad Fair. The Burlington's *Denver Zephyr*—born of the combined power principles of the motor car and the iron horse—arrives to usher in a new era of railroad transportation. Non-stop for 1024 miles in sixteen hours, the Diesel Engine fulfills its destiny as a great modern agent of transport. Today, only fifteen years later, magnificent diesel electric streamliners streak across the rails to every part of the nation.

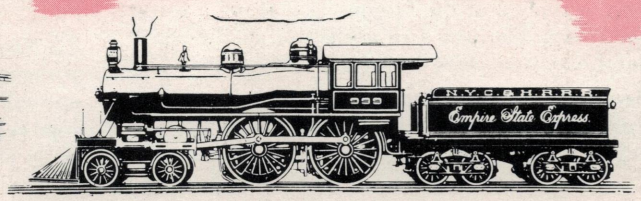
Epilogue

MODERN TRANSPORTATION—1948

As the colorful pageant "WHEELS A-ROLLING" draws to a close, the latest in motorcycles, automobiles, trucks and fire engines speed madly across the massive outdoor stage. The pulsing music of Modern America soars up to the heavens and out across the fleeting whitecaps of beautiful Lake Michigan. Nowhere, nowhere today is there a frontier! Modern transport has met the supreme challenge of the horizon! And so, an epic of progress—an adventure in speed and growth—comes to a close . . . as two of railroading's newest miracles—a giant steam locomotive and a magnificent new diesel—slowly, majestically form the final curtain.

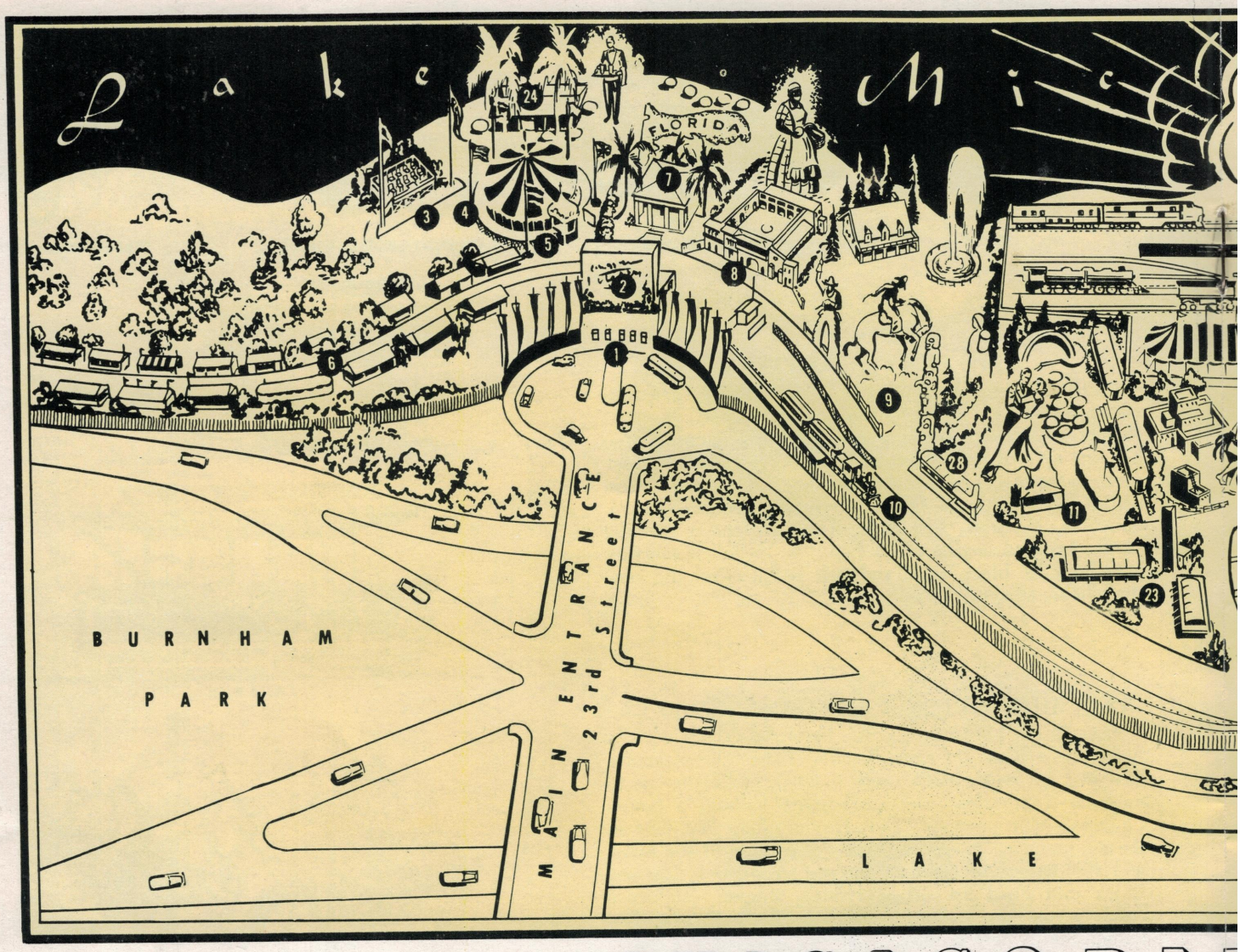


ILLINOIS CENTRAL SUBURBAN TRAIN



NUMBER 999

BURLINGTON ZEPHYR - 1933



CHICAGO RAI

Artist's conception of the national Railroad Fair.

Numerals indicate locatio

1 Main entrance

2 Administration building

3 Lakeside stage

4 Plaza of Flags

5 Merry-go-round featuring railroad seating equipment.

6 Dramatized exhibits of railroad industry supply and service organizations.

7 "Florida in Chicago" exhibit of Chicago & Eastern Illinois Railroad featuring southern colonial mansion, a replica of the famous Bok singing tower at Lake Wales, Fla. and a reproduction of the beach at Miami.

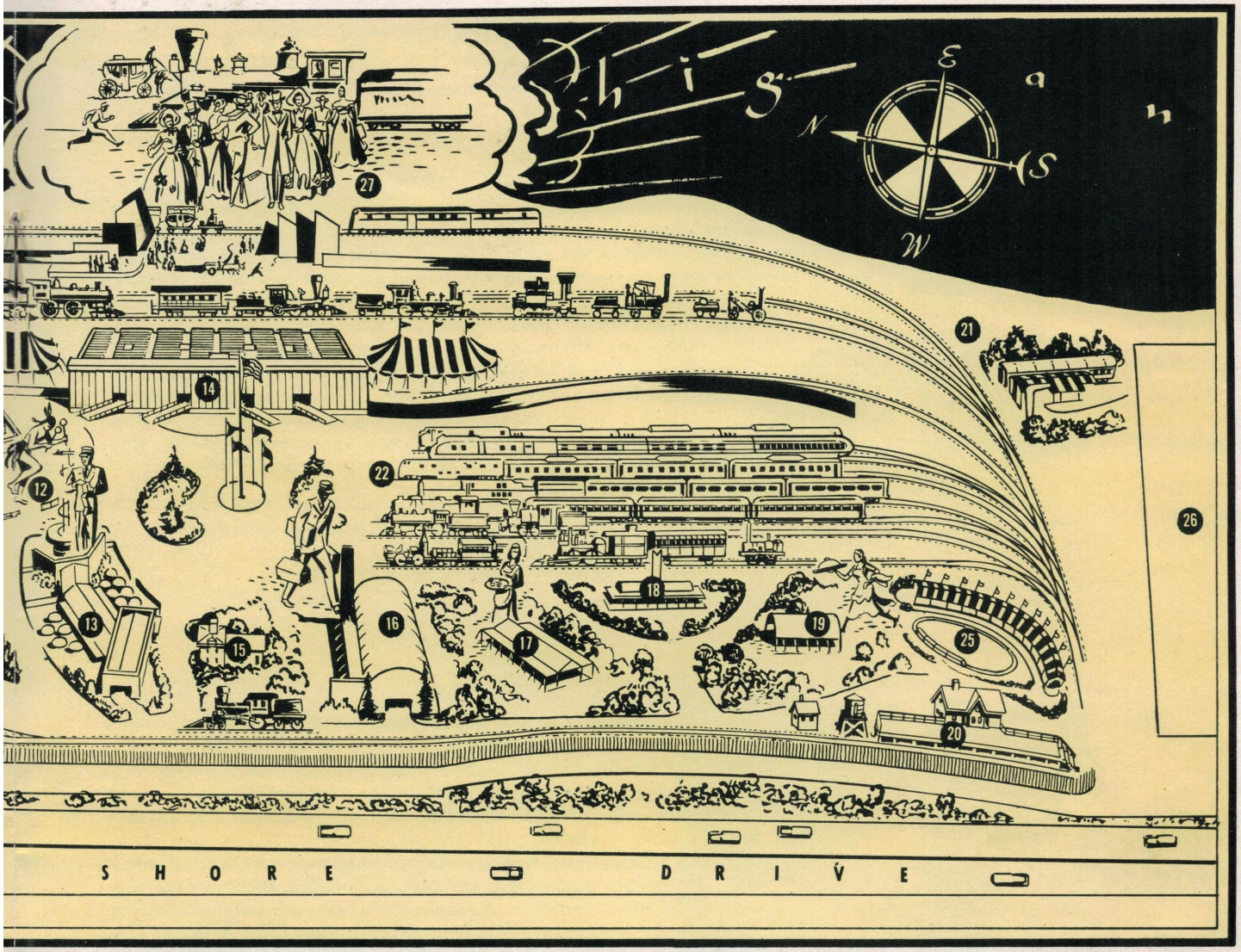
8 Illinois Central Railroad exhibit; a street scene and patio from the old French Quarter of New Orleans.

9 Joint dude ranch and rodeo exhibit of the Burlington, Great Northern and Northern Pacific railways with a functioning replica of Old Faithful geyser, live bears and other displays typical of the Rocky Mountain and Pacific coast wonderland.

10 "Deadwood Central" narrow gauge railroad system, a nostalgic throw-back to the west of 75 years ago.

11 Chicago, Rock Island and Pacific's Rocket Village with its colorful old time western dance hall and other attractions capturing the exotic romance of the southwest.

12 Santa Fe's Indian Village of 125 tribesmen and women representing six famous tribes who live in specially constructed adobe pueblos and other buildings typical of the tribes' natural habitats, and stage daily singing and dancing festivals.



ILROAD FAIR

r. with main attractions appropriately highlighted.

tions of points of interest

13 The imposing exhibit of nine eastern railroads which includes a 45-foot tower of chromed rails topped by a large moving and jeweled prism ball; a nine-foot robot to answer questions; 12 large revolving dioramas and photo murals; and giant picture books with mechanically turning pages.

14 Grandstand seating 5,000 for Fair pageant.

15 North Western's reproduction of Chicago's first railroad station, with the interior a playhouse.

16 The Pullman Company's display of exact replicas of latest sleeping car accommodations.

17 Central Restaurant.

18 Railroad supply firm tent.

19 South Restaurant.

20 "Central City," reproduction of old west station for narrow gauge railroad system.

21 The Budd Company's exhibit of new all-stainless steel cars.

22 Three miles of railroad track for display of famous old time locomotives and trains as well as the latest luxury liners.

23 Pullman-Standard's dramatic behind-the-scenes story of sleeping car manufacture, and the part a freight car plays in the life of the American family.

24 Island View Restaurant.

25 Union Pacific's presentation of the attractions and allure of 11 western states.

26 Parking lot for 1750 cars.

27 Ultra-modern, 450-foot pageant stage.

28 Denver and Rio Grande Western Railroad's exhibit, centered around a modern railroad coach outfitted as a studio-type motion picture theater.

Fifty Dramatized

Indian Village

Trading Post

Indian Dances

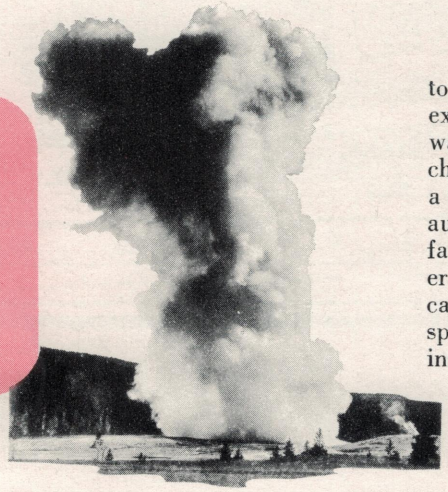
A total of 125 tribesmen, women and children—Navajos, Hopis, Jemez, Zunis, Lagunas and Apaches—live in a specially constructed Indian Village right on the Fair grounds as the Santa Fe railway presents a true-to-life picture of one of the most interesting segments of Americana today. The colorful village gives you the scenic rewards of weeks of travel through the fabulous Indian country. There is an authentic Indian arts and crafts building; a trading post and curio shop; Pueblo type dwellings for Hopi, Jemez and Zuni tribes; a kiva; an Apache wikiup; and a Navajo medicine lodge, hogan and evergreen summer shelter. You see the Indians staging legendary dances, singing age-old Indian songs in strange Indian tongues.

The Atchison, Topeka and Santa Fe Railway System

The Rodeo

Old Faithful

Western Music



The Rocky Mountain and Pacific Coast vacation wonderland comes to Lake Michigan shores with dramatic impact in the interest-packed exhibit of the Burlington, Great Northern and Northern Pacific railways. Here you thrill to a real rodeo with western riding and roping champions and cowboy clowns. This captivating exhibit also includes a functioning replica of Old Faithful geyser . . . live bears . . . authentic Indian tepees, totem poles, pioneer stage coaches and waterfalls . . . gigantic caricatures of cowboys, Indians, Eskimos and western animal life . . . some of the caricatures being so designed that you can pose for cartoon-type photographs. Among other features is a spacious log chalet with a balcony-like stage for western singers and instrumentalists.

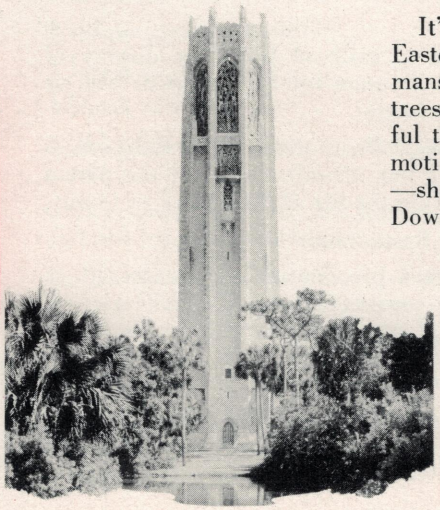
Burlington Lines . . . Great Northern Railway Company Northern Pacific Railway Company

---

Dixieland

Florida Beach

Bok Tower



It's possible to reproduce Florida in Chicago! In the Chicago & Eastern Illinois Railroad's exhibit there's an old southern colonial mansion set in a picturesque Florida garden of palm trees, citrus trees and typical Florida plants and flowers. Inside you view a colorful transportation mural and eye-catching dioramas, lighted and in motion. One of these is a three-dimensional Stephen Foster memorial —shown for the first time—which dramatizes the immortal "Way Down Upon the Swanee River." The C & E I exhibit also features a 100-foot scale map of Florida in flowers . . . beach umbrellas in true Florida style . . . an orange juice bar attended by beautiful southern girls . . . and a replica of the famous Bok singing tower and sanctuary at Lake Wales, Fla., giving you enchanting southern music on the hour from 2 p. m. on.

Chicago & Eastern Illinois Railroad

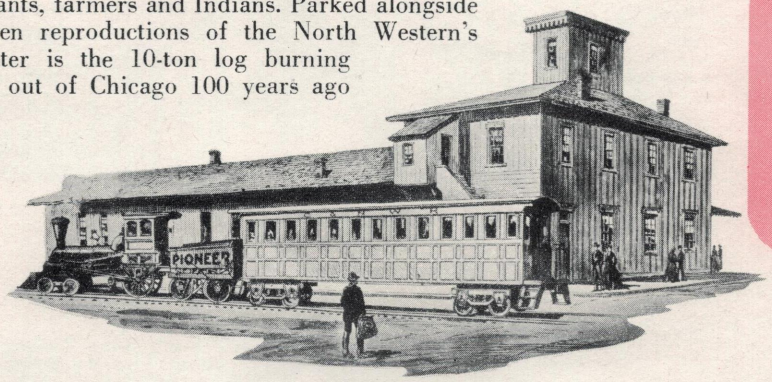
Acres of Exhibits

Chicago's First Railroad Station

The Pioneer

The Chicago and North Western has re-created Chicago's first railroad station. Interior of the station replica is a popular Fair grounds playhouse. Studying the quaint old building from the outside, however, you find it easy to imagine unheralded Chicago of a century ago, a muddy frontier outpost serving as trading center for miners, merchants, farmers and Indians. Parked alongside the station replica are motor-driven reproductions of the North Western's latest and earliest trains. The latter is the 10-ton log burning Pioneer, which on its maiden trip out of Chicago 100 years ago literally opened the way to final conquest of America's great west and the consequent rise of Chicago as the world's rail hub.

Chicago And North Western Railway System



Movies On a Train

Rest Haven

Have you ever gone to the movies on a train? Denver and Rio Grande Western Railroad has brought to the Fair grounds a luxurious modern railroad coach fitted up as a studio-type motion picture theater seating 50 persons. This unusual car, a regular addition on one of the road's up-to-the-minute streamliners, is parked on a special section of roadbed and in true theater fashion, has an elaborate and brightly lighted and colored entrance platform. The exit at the opposite end leads into a cool, tree-shaded patio full of comfortable chairs and benches. Shows run continuously from noon each day. They picture the scenic wonders as well as the agricultural and industrial resources, of Colorado and Utah.

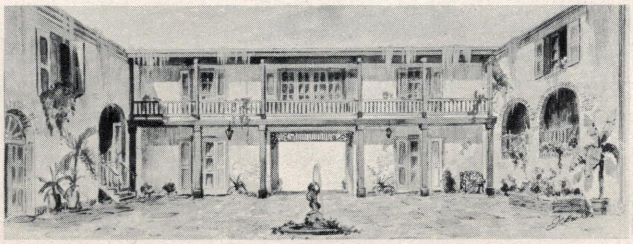
Denver and Rio Grande Western Railroad

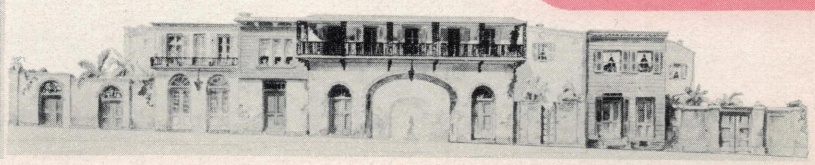
New Orleans French Quarter

Outdoor Lounge

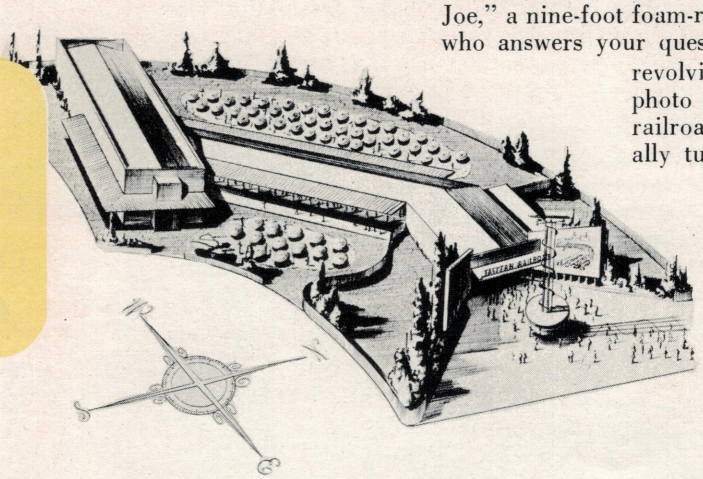
Now for a touch of New Orleans . . . the Illinois Central offers a street scene and patio lifted out of the city's old French quarter; quaint old street, half-hidden courtyard, tiny shops, tall balconies with ornamental grillwork. Inside the courtyard there's a graceful fountain as the centerpiece, and in the air strains of Stephen Foster's music. Surrounding you are balconies, vine covered walls, a winding stairway and French doors and windows so typical of the real French Quarter. On through the courtyard the exhibit theme changes. You see picturesque maps and transparencies, and then enter an outdoor area near the lake where shaded seats and tables afford restful relaxation.

Illinois Central Railroad





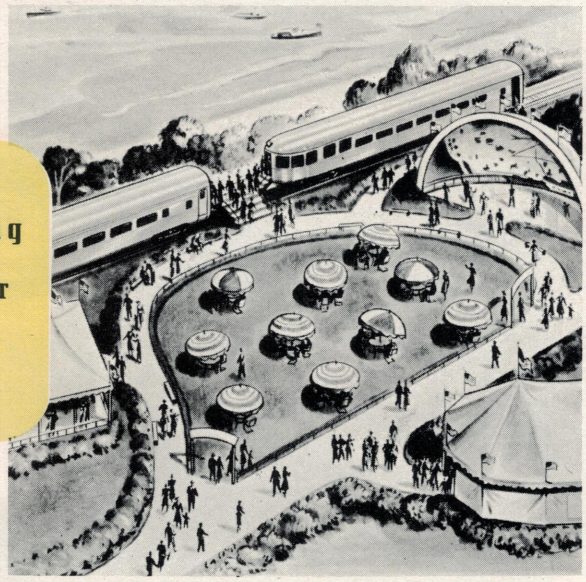
Scenic Spectaculars Dining Patio



In the joint exhibit of nine eastern railroads you thrill to an exciting collection of man-made scenic wonders. First, there's an open-air information booth, above which rises a 45-foot tower of chromed railroad rails topped by a large jeweled and moving prism ball. Among other spectaculars is "Genial Joe," a nine-foot foam-rubber robot dressed as a railroad engineman, who answers your questions. In the display buildings are 12 large revolving cylinders with dioramas on one side and photo murals on the other . . . an operating model railroad . . . giant picture books having mechanically turning pages . . . original paintings by distinguished American artists . . . a motion picture theater . . . and a patio where you can enjoy light refreshments under brightly colored umbrellas.

Baltimore & Ohio—Boston & Maine
Erie—Maine Central—Monon
New York Central—Nickel Plate
Pennsylvania—Wabash

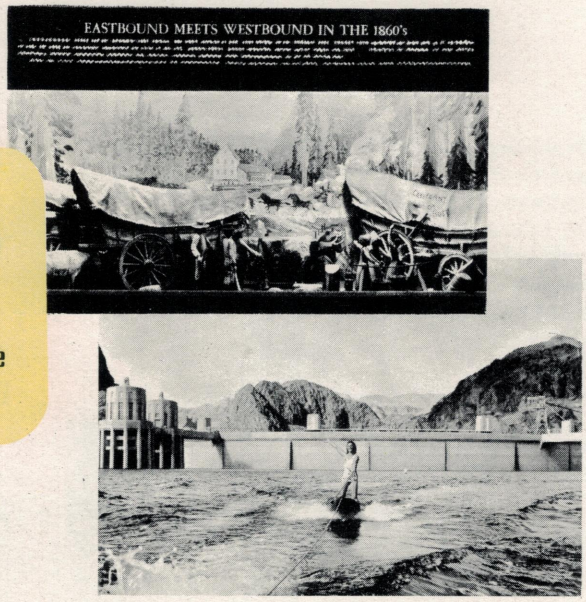
Square Dancing Railroad Diner Technicolor



The Rock Island Lines' "Rocket Village" is designed to bring you all the gay romance of the southwest. On a brilliantly colored dance floor featuring western music, eight professional instructors are on hand to teach the square dance and other routines. On special tracks in the village are two luxurious railroad cars. One is "La Fiesta," a club diner decorated gaily in the southwest's colors, on which luncheon and dinner are served each day. The other—always open for inspection—is "La Mirada," an elaborate observation-sleeper reflecting the colorful hues of the Pacific shores. Also in the village are a large stage-like diorama . . . a refreshment pavillion with garden chairs and umbrella-covered tables . . . strolling musicians . . . and technicolor travel movies.

Rock Island Lines

State Exhibits The West In Miniature



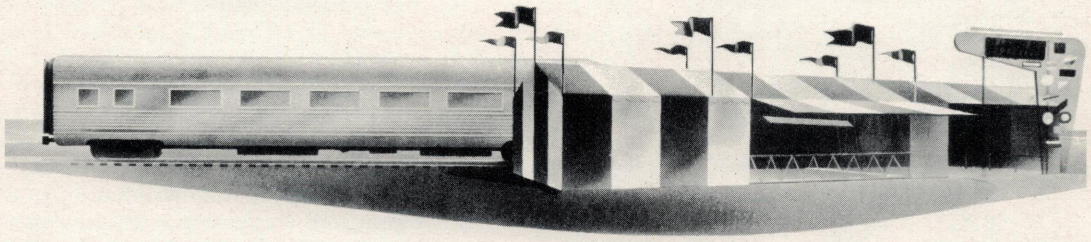
Union Pacific Railroad believes you also can find much to admire in an exhibit presenting the attractions and allure of an entirely different part of the country. In a 250-foot tent you find 11 individual booths pointing up the agricultural, industrial and recreational facilities of the states served by the railroad. These are Kansas, Colorado, Wyoming, Utah, Montana, Idaho, Oregon, Washington, Nevada, California and Nebraska. In the exhibit are colored movies, miniatures and models, dioramas and animated figures. Fronting all booths in the tent is a common counter over which three to five model trains run simultaneously. Outside and in front of the tent is a miniature streamliner offering free rides for the kiddies.

Union Pacific Railroad

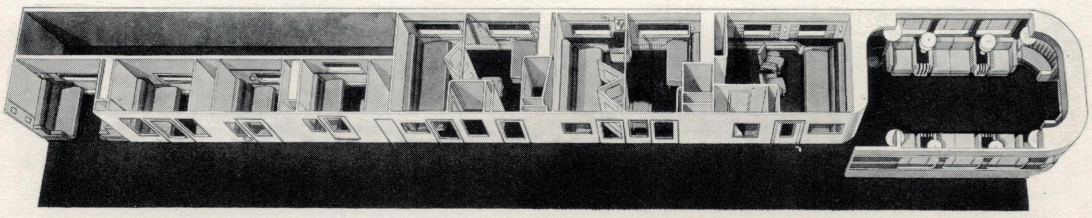
Latest Cars Each Week Production Story

Each week at The Budd Company's exhibit you see a new stainless steel passenger car just off the production lines. Among cars scheduled to be shown are the Vista-Dome, a car with a glass roof over a second story observation section; an all-room sleeping car; a diner with tables the full length of the car—an adjoining car serving as kitchen; and a parlor observation car with more comfortable form-fitting chairs. In a tent through which you pass before reaching the "car of the week," Budd tells its full story of thorough research and engineering, streamlined production methods and accurate testing through the means of three-dimensional symbolical treatments, scale models, dioramas and colored projections.

The Budd Company



The Modern Sleeping Car Pullman Service



For a good look inside a railroad sleeping car, be sure to visit The Pullman Company's exhibit. On display in a Quonset-type building giving the effect of a real sleeping car, are a section, a roomette, a duplex-roomette, connecting bedrooms, a bedroom-compartment, a drawing room and an observation lounge containing all improvements developed in the past few years. Pullman conductors and porters are on hand to demonstrate. At one end of the exhibit also there is a linen and equipment display featuring some of the 10 million pieces of linen used annually by the "world's greatest housekeeper."

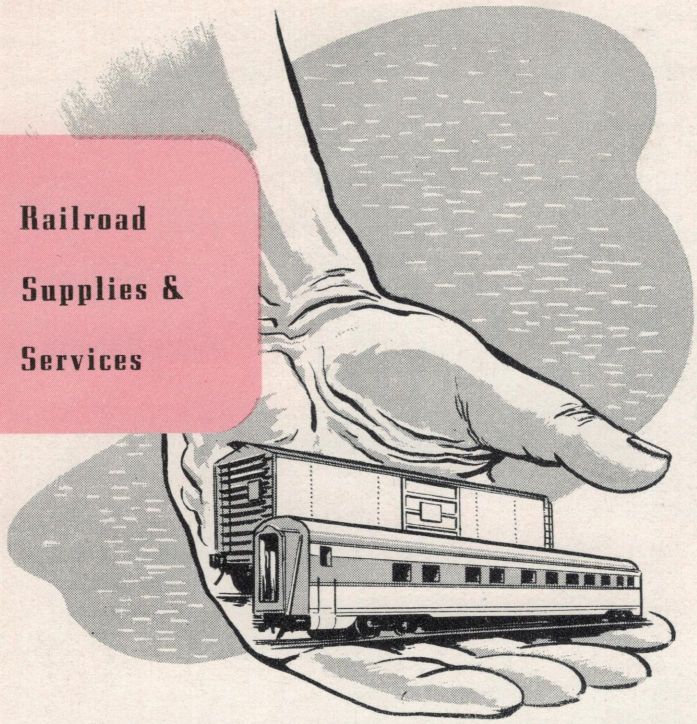
The Pullman Company

Behind The Scenes Car Manufacture

Pullman-Standard, a leading train manufacturer, shows you the engineering know-how, the outstanding quality and important safety built right into today's swift passenger and heavy-duty freight cars. A graphic slide-film story, with dialogue carried by the "Pullman-Standard Twins"—two animated heads—takes you far behind the scenes in sleeping car manufacture. After this, you examine the results in the form of Pullman-Standard models and an interesting array of photographs. A separate section of this exhibit gives you a realistic picture of the important part that freight cars play in the life of the average American family. Illustrative material here shows the wide variety of freight cars used in America today, 15 of which are produced at Pullman-Standard shops each and every hour.

Pullman-Standard Car Manufacturing Company

Railroad Supplies & Services



A number of railroad supply and service firms add significantly to the dramatic impact of the national Railroad Fair. Their individual exhibits portray how separate technological advancements mean much to the safety, comfort, speed and convenience of railroad transport today.

American Steel Foundries points up the rapid strides made over the past 70 years in design of freight cars, rails, ties, trucks and couplers. You see a very unusual appearing full-scale freight car. One-half of the car and one-half of the road bed and track beneath accurately resemble typical conditions of seven decades ago. The second half is completely modern. Large mirrors sunk in the ground beneath each end of the car emphasize the contrast. Highlighting the exhibit is a 34-foot three-dimensional diorama on one side of the freight car. In front of a scenic dioramic background showing important American cities, two model trains make cross country runs. One is a lumbering freight train of the 80's, and the other a modern high-speed freight pulled by a powerful diesel locomotive.

Crane Co. has placed a full-scale Pullman washroom on the grounds, along with the cab of a steam locomotive and sectional views of diesel and steam-powered trains. Here you see modern plumbing at work in the generation of locomotive power as well as for sanitation and comfort.

Encyclopaedia Britannica lends an interesting and humorous touch to the displays with its presentation of a large number of railroad passes dating almost to the birth of railroading. Britannica of course, has proved an invaluable source for many wanting information on railroads.

General Electric Company employs an impressive photographic display to show how advances in the electrical field have meant much to the progress of railroad transport.

The H. D. Lee Company, supplier of much of the wearing apparel used by railroad workers, centers its exhibit around a towering 50-foot high pair of overalls on two steel poles. The overalls are proportionate in every respect, endure all weather conditions and carry emblems of many railroads.

Heywood Wakefield Company demonstrates the comfort and convenience of today's so called psychologically-developed, luxurious seats for streamlined coaches and lounge cars. The seats are in a 40-foot free merry-go-round.

Mars Signal Light Co. has spotted on top of approximately every other pole of the Fair's electric transmission system and in the pylon at the administration building powerful Mars figure "8" lights, some with red and others with transparent lenses. The lights portray unmistakably the great safety value of these comparatively new type locomotive headlights and rear-of-train warning signals. Tests have proved that the horizontal figure "8", with a down-sweep at the outer loops, is the most effective light motion pattern yet devised for warning motorists.

The Pyle-National Company in another story of locomotive headlight advancements in railroading, displays headlights in chronological order from the early oil burners up to the most modern types. A separate part of the Pyle-National exhibit features a working model of an air distribution panel. It demonstrates draftless air conditioning in railway passenger cars with perfectly uniform temperatures.

Railway Express Agency shows the highly interesting job express accomplishes today and what constant improvements in service mean to the safe, efficient and speedy handling of express material. From July 20 to August 4, through the courtesy and cooperation of the Borden Company, Railway Express exhibits one of its most unusual steady customers—Elsie and her famous calf, Beauregard. Railway Express also dramatically portrays the extent of express service in this country and handling from pick-up to delivery.

Railroad Retirement Board, government agency charged with administering the Railroad Retirement Acts and the Railroad Unemployment Insurance Act, operates an information office at the Fair.

S. Karpen & Bros. gives the comparison of a typical modern living room and a section of a railroad passenger coach to show how real living room comfort today is engineered right into the design of railroad passenger coach seats and lounge furniture.

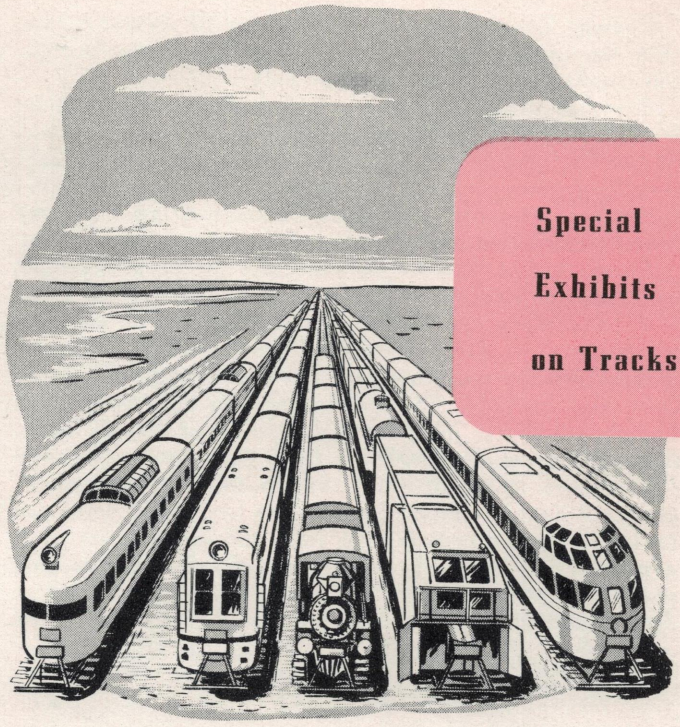
Timken Roller Bearing Company shows how—with a very light pull by one hand—you can easily move a standard weight freight car on standard rails and road bed. The stunt is possible because roller bearings are used. A separate part of the exhibit demonstrates the quality materials and fine workmanship utilized in bearing manufacture.

Western Railroads Supply Company, demonstrating the important reliability of modern railroad crossing signals, has placed sets of the signals at two points along the Fair's narrow gauge railroad system.

Yale & Towne Manufacturing Company's exhibit proves that speedy loading and unloading of freight cars is a real science in itself. Before your eyes operators easily handle a wide variety of typical freight with both mechanical and hand-operated lift trucks and an electric hoist on an overhead track. For these operations, there's a simulated freight car in the exhibit. Watching the work, you realize quickly that the rapid strides made in materials handling techniques and equipment during the past few years have considerably stepped up time tables for shipment of goods and have put real safety into what once was dangerous, back-breaking work.

Unit Crane & Shovel Corp. maintains continuous operation of a heavy duty crawler crane with magnet attachment to show how this modern piece of machinery efficiently loads and unloads hard-to-handle steel scrap into and out of railroad cars. Also in operation are a one-half yard crawler shovel with the machinery deck completely exposed; a self-propelled mobile crane and a three-quarters yard crawler with clamshell attachment. A separate indoor exhibit includes a working model of a one-piece gear case and full assemblies of other parts of heavy duty cranes and shovels.

Special Exhibits on Tracks



On over two and a half miles of special tracks, many of the leading railroads and train and equipment manufacturers have joined to present the most complete assemblage of railroad rolling stock ever brought together for a non-operating purpose. Inspecting the locomotives, cars and equipment in this great display—which includes old timers representative of various stages of railroading development as well as the last word in luxurious passenger travel—you derive a lasting appreciation of the great strides that the railroad industry has made in service to the American public. On the special display tracks . . .

American Refrigerator Transit Company exhibits one of the latest type modern refrigerator cars.

The Chesapeake and Ohio Railway Company presents a full-scale model of a passenger car designed for its new, lightweight "Train X." The new Train X is designed to permit speeds up to 150 miles an hour. It is expected on the rails for testing in 1950. Cars will be 33 feet long, and two and one-half feet nearer the rails with only a single pair of wheels at the rear. The forward end of each car will be coupled to the preceding unit. C & O also displays on the exhibit track its famous "500", first coal-burning, steam turbine-electric locomotive ever built and the largest single-unit passenger locomotive in the world; and an all-welded steel hopper coal car.

Chicago Freight Car and Parts Company invites you to inspect the special method of refrigeration control, outstanding feature of its modern refrigerator car.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company track exhibit features the road's famous new Hiawatha train. Pulled by a diesel-electric locomotive, the Hiawatha has an advanced type of baggage car with office quarters for the conductor; ultra-modern coaches with reclining seats, exceptionally large lounge type smoking rooms and porter service; a Tip Top Tap buffet lounge for light lunches and beverages; dining cars seating 48, with stainless steel kitchens and pantries and deep freeze units; parlor cars featuring the latest in drawing rooms and seats that may be made into a lower berth, if desired; and a Sky-Top lounge car. This latter car, located at the rear of the train, has a glass enclosed dome providing 90 per cent roof transparency.

Chicago And North Western Railway System presents a rolling museum stocked with hundreds of historical exhibits that trace the vital role of railroads in the midwest during the past 100 years. Pre-Civil War days are recalled by the museum car's largest exhibit, a 200-pound brass cannon used by Senator Stephen A. Douglas during his anti-Lincoln political tour.

The Eastern Railroads Group exhibits a wide variety of rolling stock on two tracks. *The Pennsylvania Railroad Company* shows a modern electric and a modern steam locomotive; a new passenger coach; and four freight cars including a gondola, a 60-foot merchandise boxcar, a flatcar and a covered hopper caboose. *New York Central System* displays a 6000 Class steam locomotive; an observation car; a roomette sleeper; a twin diner; and three freight cars including a coal hopper, a Merchants Transfer Dispatch refrigerator car and a boxcar. *The Baltimore and Ohio Railroad Company* shows an EM-1 Malet steam locomotive and a Pacific type streamlined passenger locomotive; a passenger coach; a Sentinel boxcar, an aluminum hopper, a cor-ten boxcar and a bay window caboose. *Wabash Railroad Company* exhibits an automobile freight car and a special refrigerator car. *The Monon* displays a boxcar. *Erie Railroad* shows a boxcar, a flatcar and a caboose. Also on the Eastern Railroads Group track is the Reuben Wells locomotive of 1858 and an old time pioneer coach.

Electro-Motive Division, General Motors Corporation displays the famous Train of Tomorrow, an experimental train full of mechanical marvels and advanced interior decoration styles. Powered by a new diesel locomotive, the train has four cars—coach, diner, sleeper and observation lounge. The cars are of an entirely new design that permits an upper level "astra dome" for 24 passengers atop each and a depressed car floor beneath, resulting in four floor levels. Also exhibited by Electro-Motive are a diesel locomotive unit cutaway; an 84-foot mobile instruction unit for training locomotive engineers; and a new 6000-horsepower four-unit diesel locomotive.

General Steel Castings Corporation exhibits two four-wheel passenger car trucks. One is of 1880 vintage with combination wood and metal construction; the other is a completely assembled modern truck of 1948 design.

Grand Trunk Railway System has on exhibition its combination snow loader and melter, a marvel in snow removal equipment. Scraper blades scoop the snow from a path nine to 13 feet wide and to a depth of 2½ inches below the top of the rails. A cleated belt conveyor carries the snow to a melting tank, where it is melted by direct steam injection and dumped into a storm catch basin, ash pit or an open drainage ditch. In a comparison of methods, this melter once cleared an area in 40 hours which had formerly taken 10 days to open up.

Gulf, Mobile and Ohio Railroad has one of its new exquisitely furnished parlor cars and one of its new reclining seat chair cars on exhibition. Representatives of the road's hostess staff welcome the visitor.

Pullman-Standard Car Manufacturing Company will show an upside-down underframe of a sleeping car. A high ramp will be installed to allow spectators to look down on the maze of equipment housed beneath the average sleeping car. Pullman-Standard also plans to display its latest PS-1, America's first "package" boxcar, or the first boxcar ever built to stock specifications instead of individual specifications.

Railway Express Agency exhibits one of its latest cars, with the car's interior layout dramatically indicating the job handled by express shipment today.

Reynolds Metals Company, manufacturer of aluminum box cars, exhibits a car of a type that has been in actual service for several years, affording the advantages of light weight, greater carrying capacity and less corrosion.

Standard Railway Equipment Manufacturing Company have on exhibition two modern freight cars of latest design.

Union Pacific Railroad demonstrates the progressive development of locomotive power since the early 1870's. Six U.P. locomotives are on display, ranging from an old time wood-burner to the most modern diesel-electrics. In order of their development, these are: an eight-wheeler originally constructed in 1874; another eight-wheeler built by Baldwin Locomotive Works in 1875; a locomotive of the 400 Class, first built in the late 1890's; a 2,500 Class locomotive, also built in the 1890's and now known as the "MacArthur" type; a 9,000 or "Union Pacific" Class locomotive developed by Union Pacific engineers in 1926 and in the years since a mainstay in steam locomotives; a Fairbanks-Morse all-purpose 1,500-horsepower diesel electric of most modern design used for road switching and in limited road service. Also exhibited by Union Pacific is their specially equipped theater car, which has a windowless moving-picture auditorium for 52 persons and living quarters for two operators.

U.S. Army Transportation Corps has on exhibition a captured German locomotive; a hospital kitchen car; a hospital unit car; and a machine shop car. One reserve officer is on hand to answer your questions about the German locomotive. In addition, there are on hand to answer questions about the other cars, one medical officer and two enlisted men from the medical corps and three enlisted men from the transportation corps. The hospital car serves as one of two fully equipped first aid stations at the Fair.

Unit Truck Corporation is represented on the tracks by a boxcar having under it one old and one new truck.

Wabash Railroad Company has at the Fair on a site apart from the general exhibition tracks, a replica in actual size of the early Rogers locomotive. This is the locomotive which in November, 1838 became the first railroad steam engine to operate in Illinois. The Rogers was used on the Old Northern Cross road, predecessor of the Wabash.

"DEADWOOD CENTRAL"

A ride on the Fair's quaint gauge railroad system gives you a chance to appreciate in realistic manner the real significance of this big national Railroad Fair.

The "Deadwood Central" line, running the length of the grounds, is typical of narrow gauge operations in 1870 during the Rocky Mountains region's busy mining era. The little system includes six narrow gauge cars used in the west years ago, and a famous old narrow gauge locomotive. The equipment recently has been reconditioned and refurnished at the shops of the Burlington Lines in Aurora, Illinois.

If you board the narrow gauge system at its northern terminus, you use the old time style "Deadwood" station platform which was very familiar to the Rocky Mountains traveler of 70 years ago at Deadwood, S.D. At the southern end of the line, "Central City" station is an exact reproduction of a narrow gauge station of years ago at historic Central City, Colo.

The colorful little line is complete with old time equipment, including a chattering telegraphic instrument at the Central City station, and old fashioned "high balls," or the earliest railroad safety signals.

In operation at the Fair, the "Deadwood Central" system serves as a vivid reminder of the trials and triumphs of early days of railroading, and as a clear indication of the great progress made by the nation's railroads during 100 years.

RECOGNITION

Particular appreciation is extended to the Museum of Science and Industry of Chicago for the loan of locomotives, horse-drawn vehicles, bicycles, automobiles and other equipment, and for the use of the Museum's quarters and facilities for organization and rehearsal.

HORSE DRAWN VEHICLES

A. Watson Armour
Henry B. Babson
The Baltimore and Ohio Railroad Company
Mrs. Charles W. Bidwell
General Charles G. Dawes
Irving S. Florsheim
Otto W. Lehman
Roy W. Monsen
Museum of Science and Industry
C. E. Olsen
Railway Express Agency

AUTOMOTIVE EQUIPMENT

Bowman Dairy Co.
Chrysler Motors
Ford Motor Company
General Motors Corp.
International Harvester Company
Roy W. Monsen
Museum of Science and Industry
Lloyd C. Partridge
D. Cameron Peck

LOCOMOTIVES AND TRACK EQUIPMENT

The Atchison, Topeka and Santa Fe Railway System
The Baltimore and Ohio Railroad Company
Chicago & Eastern Illinois Railroad
Chicago And North Western Railway System
The Delaware & Hudson Railroad
Great Northern Railway Company
Illinois Central Railroad
Missouri-Kansas-Texas Lines
Museum of Science and Industry
New York Central System
Northern Pacific Railway Company
Pennsylvania Railroad
Railway & Locomotive Historical Society, N. Y. Chapter
Southern Railway System
Union Pacific Railroad

Neely Printing Company, Inc., Chicago

Personnel of the Pageant "Wheels a-Rolling"

Musical Adaptation and Direction by
Isaac Van Grove, from original material of
Tom Scott, Alex Fogerty, and Kurt Weill.

Overture "Wheels a-Rolling"
by the Phil Maxwells

Dramatization by author and
Adele Gutman Nathan
Lyrics of "Wyoming" by John Robinson

* * *

STAFF

Ass't Technical Director.....Earl J. Brisgal
Costume Coordinator.....Lurene K. Stone
Costume Designer.....Adelheid Hirsch
Choreographer.....Joan Woodruff
Personnel Manager.....B. Rea Warg

Stage Manager.....Sherman M. Bartell
Stage Manager.....Hank Di Roma
Stage Manager.....Wm. F. Ratermann
Stage Manager.....Victor Bender
20 costume plates.....Kalinka Szukalska

PEOPLE IN THE PAGEANT

NARRATORS

Women

Judith Jeffrey

Men

Gilbert Reade
Aristides Copulos
Burr E. Lee, Jr.

SINGERS WITH ORCHESTRA

Leonard Balsamo
Robert Handwerger
John R. Irish
Carol Smith
Donald E. Thrall

CAST

Linda Adair
Villette Allfree
Esther Curtis Ament
Mary Anderson
Ary John Arlon
Jack Arnold
Dawn Atlas
Lemuiel Bailey
Charleine Beesley
James Walton Benson
Don Bibeau
Herman Billingsly
Harry Blackstone
Michael Bondon
Wm. H. Borling
Duane T. Bougie
Ogden P. Brewster
William Brinska
Nancy Arden Brougham
Franklyn A. Burke
John Caldbeck
Geraldine Callaghan
Mitzi Carroll

CAST (Continued)

George Stanton Channer
Charles Cole
Gretchen Convey
Aristides Copulos
Richard Cromer
Norma Danielson
Maurice N. Davis
Carolyn DeCamp
Pat Devlin
Gem Dumas
Jet Dumas
David Ducey
Lyle Dye
Don Ekendahl
Robert A. Elliott
Emmett Epperson
Joni Evans
Jacob Evans
Carol Flaglore
Madge Friedman
Aleardo Furlan
Doreen Goss
Kay Graves
Jeane Grosse
Robert Hagstrom
Barbara Hargis
Thomas James Horton
Gerald Hurwitz
David Johnson
Marian Johnson
Olevene Johnson
James Alexander Jones
Larry Klein
Jane Krane
Nita Kruger
Owen Kruger
Rupert LaBelle
Aileen Lang
Patricia Larson
Henry Latkin
Mabel Law

CAST (Continued)

Arnold Lehnhart
Samuel Loconte
Priscilla Lohr
Mary W. Long
Refligio Lopez
Carl Wm. Lundeen
Barbara Lynn
Henry E. Lyons
Frank Lyons
Patricia Madden
Irwin Mandel
Richard T. Maras
John R. Middents
John McGhie, Jr.
Loretta McNair
Wm. McPherson
Peggy McGregor
Bruce McGuineas
John P. Mills
Doris Ethel Moody
Evan W. Moyer
Robert Bruce Neilson
Miles E. Nekolny
Thomas C. Noonan
Lee Norman
Genevieve O'Connor
William Odean
Mary Eileen O'Leary
Milton Oliver
Francis Oliver
Jane Olson
Domicilla Oskowicz
Jacqueline Paul
Ruth Peglow
Marjorie Proctor
Chiquita Rangel
Herta Bolle Reilly
Bernard D. Rhein
Richard Rieman
Kenneth F. Rio
Maurice J. Ritter
Raymond J. Roberts

CAST (Continued)

Alfred Rollo
Patricia Rosen
Wm. B. Rourke, Jr.
Eric Russell
Moira Ryan
Marion Sherman
Henry A. Schimberg
Richard Schuler
Sanford Singer
Donna Singletary
Chas. N. Sloan
James H. Smith
Barbara Steele
Matthew Stepien
Albert F. Stewart
Beverly Stone
George Stover
Allen Summers
James Jay Swann
Mary E. Townsend
Connie Vanderkloot
Tony Ventrella
Charles Thomas Waddington
Irene Wahl
Gisella Wittich
Joan Woodruff
Andrew Yankow
Joseph A. Young
James A. Zernecke

MASTER MECHANIC

Ernest Spencer

LOT SUPERINTENDENT

Byron Walter
Foreman—William Wolfington

AUTOMOTIVE MECHANICS

Jack Brause
Rube De Launty
Roy W. Monsen

COSTUMES

Women's Costumes.....Hella Vogt
Men's Costumes.....New York Costume Co.
Pioneers' Costumes—Emilie Costume Studio; Commercial Sales Department of Sears, Roebuck & Company

PROPERTIES

Acme Studio
Pausback Studio
New York Costume Co.
Rodeo Riding Stable
Chicago Civic Opera Co.

CREDITS

Architects.....Shaw Metz and Dolio
Construction.....Carroll Construction Co.
Electrical Contractor.....Hecker & Co., Inc.
Stage Lighting.....Century Lighting Co.
Sound System.....Radio Phone Corp.
Horses Furnished by.....Byron Walter
Tents.....U.S. Tent & Awning Co.
Orchestra Manager.....Pete Cavallo
Official Pianos.....Baldwin Piano Co.

Pieces of equipment may occasionally be missing in performance because of unavoidable technical difficulties

Chicago Railroad Fair
1848 - 1948
100 YEARS OF RAILROAD PROGRESS